

10 ENGINEERING

10.1 PROPOSED 40KM/H AREA WIDE SPEED ZONE TRIAL - RESULTS OF CONSULTATION

TRIM Ref: D18/113815

Author: Francois Sauzier, Active Transport Officer

Authoriser: Andrew Murphy, Director Engineering

Attachments:

1. Results Summary 
2. Consultation Leaflet with Area Map 
3. Survey 1 
4. Survey 2 
5. Summary of Submissions 

RECOMMENDATION:

That Council:

1. NOTES the results of the Community Consultation as summarised in Attachment 1;
2. AUTHORISES the Director Engineering to progress the implementation of a 40km/h Speed Zone Trial in the southern half of the City of Vincent as shown in Attachment 2; and
3. ADVISES the respondents of the outcome.

Moved: Cr Loden, Seconded: Cr Hallett

That the recommendation be adopted.

PROPOSED AMENDMENT

Moved: Cr Gontaszewski, Seconded: Cr Topelberg

That the recommendation be amended as follows:

“That Council:

~~1. NOTES the results of the Community Consultation as summarised in Attachment 1;~~

1. NOTES:

1.1 the results of the Community Consultation, demonstrating the majority of respondents within the City of Vincent and within the trial area support the 40km/h trial proceeding, as summarised in Attachment 1; and

1.2 that the trial has the support of the Office of Road Safety who has offered to engage and fund the Monash University Accident Research Centre to undertake an accredited research project of the trial to ensure that findings are evidence-based and applicable to the broader Perth metropolitan area;

2. AUTHORISES the Director Engineering to progress the implementation of a 40km/h Speed Zone Trial in the southern part of the City of Vincent as shown in Attachment 2;
3. NOTES that a Reference Group, consisting of the City of Vincent, the Office of Road Safety and other key stakeholders involved in road safety in Western Australia will be established to provide oversight and support to the trial; and

4. **ADVISES the respondents of the outcome and commences liaison with the Office of Road Safety over implementation of the trial.**

AMENDMENT CARRIED UNANIMOUSLY (8-0)

For: Mayor Cole, Cr Gontaszewski, Cr Fotakis, Cr Hallett, Cr Harley, Cr Loden, Cr Murphy and Cr Topelberg

Against: Nil

(Cr Castle was an apology for the Meeting.)

COUNCIL DECISION ITEM 10.1

Moved: Cr Loden, Seconded: Cr Hallett

That Council:

1. NOTES:

1.1 the results of the Community Consultation, demonstrating the majority of respondents within the City of Vincent and within the trial area support the 40km/h trial proceeding, as summarised in Attachment 1; and

1.2 that the trial has the support of the Office of Road Safety who has offered to engage and fund the Monash University Accident Research Centre to undertake an accredited research project of the trial to ensure that findings are evidence-based and applicable to the broader Perth metropolitan area;

2. **AUTHORISES** the Director Engineering to progress the implementation of a 40km/h Speed Zone Trial in the southern part of the City of Vincent as shown in Attachment 2;

3. **NOTES** that a Reference Group, consisting of the City of Vincent, the Office of Road Safety and other key stakeholders involved in road safety in Western Australia will be established to provide oversight and support to the trial; and

4. **ADVISES** the respondents of the outcome and commences liaison with the Office of Road Safety over implementation of the trial.

CARRIED UNANIMOUSLY (8-0)

For: Mayor Cole, Cr Gontaszewski, Cr Fotakis, Cr Hallett, Cr Harley, Cr Loden, Cr Murphy and Cr Topelberg

Against: Nil

(Cr Castle was an apology for the Meeting.)

10 ENGINEERING**10.1 PROPOSED 40KM/H AREA WIDE SPEED ZONE TRIAL - RESULTS OF CONSULTATION****TRIM Ref:** D18/113815**Author:** Francois Sauzier, Active Transport Officer**Authoriser:** Andrew Murphy, Director Engineering

Attachments:

1. **Results Summary** [↓](#) 
2. **Consultation Leaflet with Area Map** [↓](#) 
3. **Survey 1** [↓](#) 
4. **Survey 2** [↓](#) 
5. **Summary of Submissions** [↓](#) 

RECOMMENDATION:**That Council:**

1. **NOTES** the results of the Community Consultation as summarised in Attachment 1;
2. **AUTHORISES** the Director Engineering to progress the implementation of a 40km/h Speed Zone Trial in the southern half of the City of Vincent as shown in Attachment 2; and
3. **ADVISES** the respondents of the outcome.

PURPOSE OF REPORT:

To consider the results of the community consultation, specifically targeting residents of the City, to determine the Vincent community's appetite for the implementation of a 40km/h Speed Zone Trial in the southern portion of the City for the residential streets in the area bounded by Charles, Vincent, Beaufort, and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, Graham Farmer Freeway and Newcastle Street.

BACKGROUND:**Ordinary Meeting of Council 31 May 2016**

Council considered a report on a proposed 40km/h area wide speed zone trial in all of the residential streets in the area bounded by Charles, Vincent, Beaufort, and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, Graham Farmer Freeway and Newcastle Street.

Following consideration of the report Council made the following decision:

"That Council:

1. *ADVISES Main Roads WA and the Commissioner of Road Safety that it supports, in principle, undertaking a 40km/h km/h Area Wide Speed Zone Trial in the area bounded by Charles Street, Vincent Street, Beaufort Street, Walcott Street, Guildford Road, Stanley Street and Mitchell Street, as shown in Attachment 1, subject to the State Government, through Main Roads WA, the Office of Road Safety, or other relevant State Agency or Agencies;*
 - 1.1 *partnering with the City of Vincent to undertake community consultation with residents and ratepayers in the affected, area, in accordance with the City's Consultation Policy, for a minimum period of four weeks;*
 - 1.2 *advertising the proposal to conduct a trial, including the lowering of the existing school zones from 40km/h km/h to 30kph within the trial area;*
 - 1.3 *bearing, or substantially contributing to the funding of all works associated with the consultation, design and, if approved, implementation of the trial;*

- 1.4 *providing a report, to Council, at the conclusion of the consultation period outlining the comments received and recommendations thereon; and*
- 1.5 *should the trial proceed, undertaking a formal independent assessment/review of its effectiveness; and*
2. *NOTES that a further report will be presented, to Council on this matter, once a formal response to recommendation 1, has been received."*

Ordinary Meeting of Council 23 August 2016

Council considered Progress Report No. 2 and made the following decision:

"That Council:

1. *NOTES the:*
 - 1.1 *Responses received from both Main Roads WA and the Road Safety Commission to Council's decision of 31 May 2016, as contained in the report; and*
 - 1.2 *Funds allocated in the 2016/17 Budget of \$150,000, for the installation of 40km/h km/h signs/poles, includes a 50% contribution from Main Roads WA which, they have indicated, they will not provide;*
2. *AUTHORISES the Chief Executive Officer to liaise with Main Roads WA, the Road Safety Commission and other relevant agencies/organisations to:*
 - 2.1 *Prepare a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40km/h km/h Area Wide Speed Zone Trial in streets as shown in Attachment 1; and*
 - 2.2 *Clearly define each agency/organisation's roles, responsibilities, costs, outcomes and deliverables in undertaking a proposed 40km/h km/h Area Wide Speed Zone Trial; and*
3. *RECEIVES a further report at the conclusion of the advertising period."*

DETAILS:

The City's Administration prepared a consultation engagement plan, which prioritised the use of the City's engagement portal (EHQ), as recently used in the successful *IMAGINE* Vincent campaign.

Consultation Package

A consultation leaflet was prepared which provided some background information on the proposed 40km/h Speed Zone Trial, including a map of the proposed trial zone, and directing all respondents to an online survey. Hard copies for the survey were also made available over the counter of the City's Administration and Civic Centre while the Customer Service staff were also able to take survey responses over the phone if required.

The consultation leaflet can be viewed in **Attachment 2**.

14,000 consultation leaflets were printed with 8000 hand delivered to households in the affected areas; a further 4,500 were mailed to absentee property owners and businesses with the balance available from the City's facilities including Beatty Park Leisure Centre, City of Vincent Administration and Civic Centre and the Library and Local History Centre.

Survey

An initial survey was prepared and launched (Survey 1 **Attachment 3**) on 2 August 2018, with 74 responses received.

An additional number of questions and options were subsequently added (Survey 2 **Attachment 4**) on 8 August 2018, to which 318 responses were received. To ensure that those who had responded to the initial survey were kept fully informed all respondents (to Survey 1) were emailed advising of the additional questions so as to provide them with the opportunity to respond to Survey 2. Nine of the original respondents then added additional information.

The survey formally closed at 5pm on Wednesday 5 September 2018 and all survey responses from Survey 1 and 2 collated.

Survey Results

All responses have now been collated with a total of 392 responses being received. 385 (98.2%) of all respondents claim to either live, work or own property in Vincent.

All Areas

When asked if they support a reduction in speed limit on residential neighbourhood streets, within the trial area, to 40km/h, 225 respondents (57.4%) said YES and 167 respondents (42.6%) NO.

When asked what would be the preferred speed limit on residential neighbourhood streets across Vincent, 148 respondents (45.3%) advised they would prefer 40km/h; 126 (38.5%) saw no need to change (retain the default 50km/h limit) and 53 (16.2%) nominated 30km/h as their preferred speed limit.

Within the Trial Area

298 (76%) of all respondents live or own property within the proposed trial area. Of these respondents, 169 (57%) supported the trial and 129 (43%) did not.

For those who support the trial, respondents were asked to nominate from a list of concerns. In order of concern:

Number	Concerns
213	safer streets for all road users
154	enhance the neighbourhood feel of our suburbs
132	deter people taking short cuts through residential streets
127	reduction in likelihood of trauma in a road accident
101	more likely for children to walk or ride to school
98	environmental benefits of less noise and fuel consumption
82	more likely to walk or ride than take the car
14	other

For those who do not support the trial, respondents were asked to nominate from a list of concerns. In order of concern:

Number	Concerns
145	speed limit on local roads is appropriate
64	impact on traffic flow
51	drivers should adhere to current speed limit
51	other
23	concerns over lack of enforcement
14	would prefer speed humps or traffic calming be installed

Respondents were asked to rank from 1-5 the following measures to improve safety and amenity of residential streets:

Number	Item	Rank / Score out of 5
1	Speed humps or other traffic calming measures	3.39
2	Greater police enforcement	3.30
3	Increase and improve signposting of speed limits	3.21
4	Lower speed limit of residential streets	2.61
5	Better cycling and pedestrian infrastructure	2.37

Summary of Submissions

A summary of submissions made by respondents is attached (**Attachment 5**).

Of those who support the trial, the comments included:

- Extend to other areas of Vincent;
- Reduce the carriageway widths of some streets and include cycle lanes if possible;
- There are many narrow streets in Vincent where people do speed;
- Car noise is reduced when traffic speed is slower.

Of those who do not support the trial, the comments included:

- A waste of rate payers money;
- Won't address the issue;
- More Police enforcement is necessary;
- Real issue is inattentiveness of all users.

Respondents were also asked if there were other traffic issues. Comments included:

- There are no issues;
- Provide more safe crossing points on main roads;
- Slowing traffic on main arteries (i.e. Bulwer Street) will cause frustration and road rage;
- Increase ranger patrols and fine people parking on pavements;
- Traffic calming seems ad-hoc;
- Focus more on maintenance.

The Next Phase – Establishment of a Reference Group

If the Council decision is that the trial should proceed, a key recommendation from the Road Safety Commission is the establishment of a Reference Group, consisting of representatives of the following key stakeholders involved in Road Safety in Western Australia:

- Road Safety Commission;
- Main Roads Western Australia;
- Department of Fire and Emergency Services;
- Western Australian Local Government Association;
- Department of Transport;
- Western Australian Police Service; and
- Royal Automobile Club WA

Monash University Accident Research Centre (MUARC)

In addition to the above it is the Road Safety Commission's intention to engage MUARC to undertake an accredited research project of the trial to ensure that the reporting of the results is of a standard so that any data and recommendations can be applied with confidence across urban areas, albeit within the Perth Metropolitan area or regional centres.

CONSULTATION/ADVERTISING:

A comprehensive marketing plan was produced including the design and distribution of a leaflet, directing respondents to the City's online engagement portal (EHQ) to complete the survey. 8,000 leaflets were hand delivered to directly affected households and businesses in the trial area and 4,500 were posted to absentee property owners, advising of the survey. Although respondents were encouraged to complete the online survey, surveys could also be filled out over the phone or the counter at the Vincent Administration and Civic Centre

The survey period was marketed via the placement of display advertisements in the local papers; 4 vinyl banners placed and rotated around the City over 4 weeks; and the use of the City's digital marketing channels to promote the survey.

The Urban Mobility Advisory Group (UMAG) has been kept informed and consulted upon the trial and this project will be a standing item on the UMAG agenda.

LEGAL/POLICY:

Nil.

RISK MANAGEMENT IMPLICATIONS:

Low: The risk to the community is considered low as the proposal should lead to reduced traffic speeds and provide a safer environment.

STRATEGIC IMPLICATIONS:

In accordance with the City's *Strategic Plan 2013-2023*, Objective 1 states:

"Natural and Built Environment

1.1: Improve and maintain the natural and built environment and infrastructure

*1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic.
(d) Promote alternative methods of transport."*

SUSTAINABILITY IMPLICATIONS:

Lowering of speed limits on roads would result in reduced pollution and improved safety for all users.

FINANCIAL/BUDGET IMPLICATIONS:

The Council has allocated \$150,000 in the 2018/19 budget.

Main Roads WA are preparing a revised estimated based upon minimising the regulatory signage and line-marking required while ensuring that it complies and is enforceable. Earlier estimates to install new signage and line marking within the trial area was \$150,000.

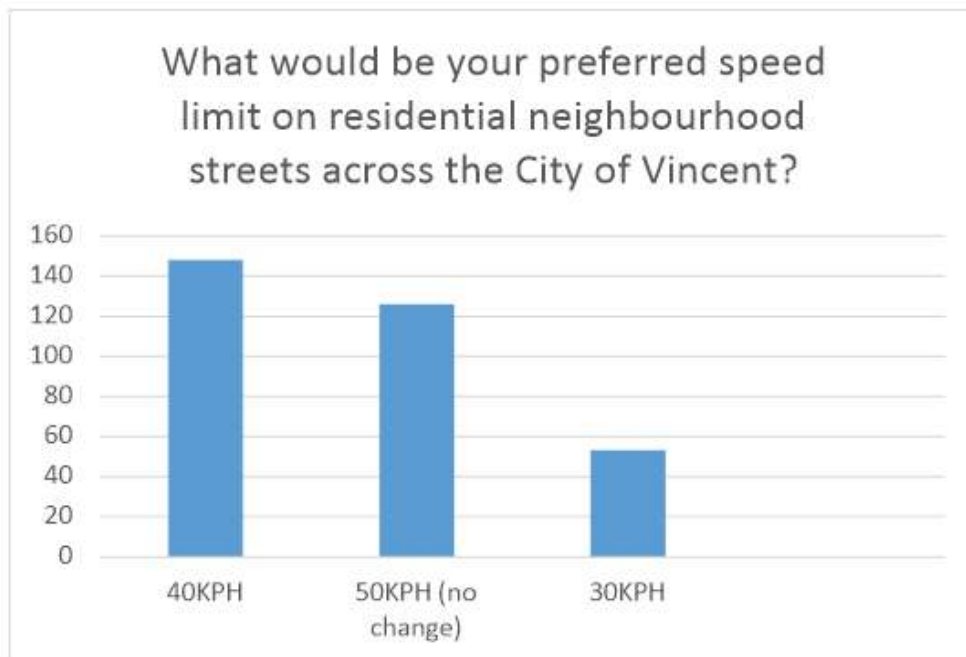
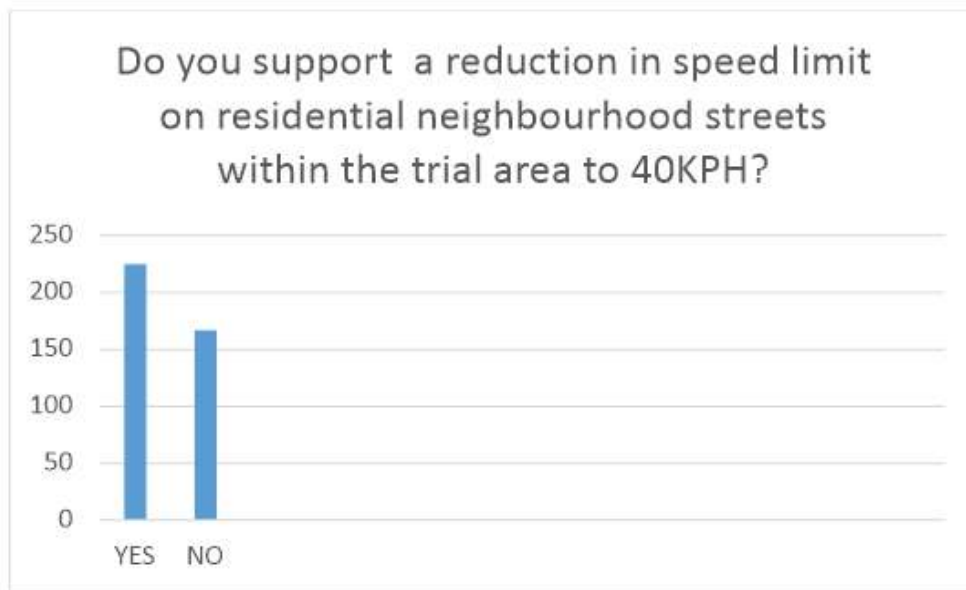
COMMENTS:

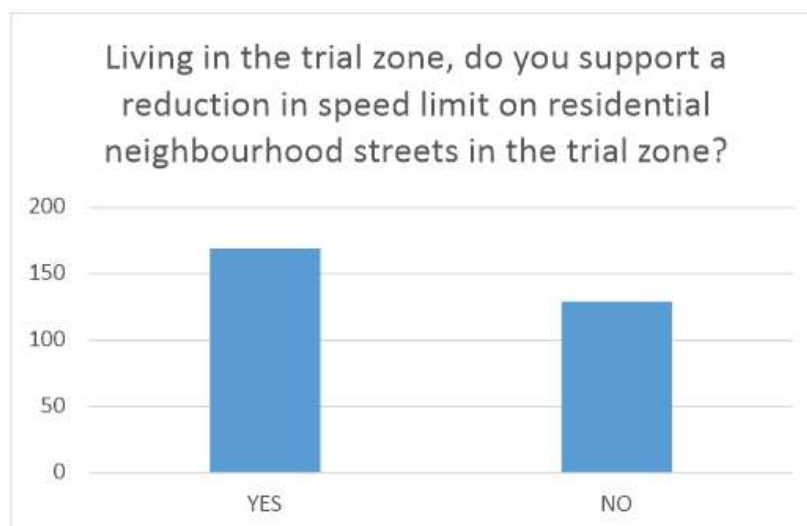
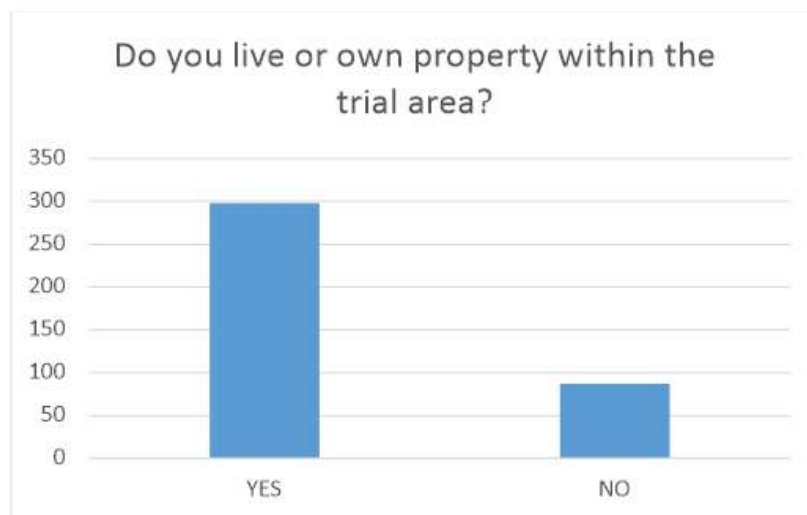
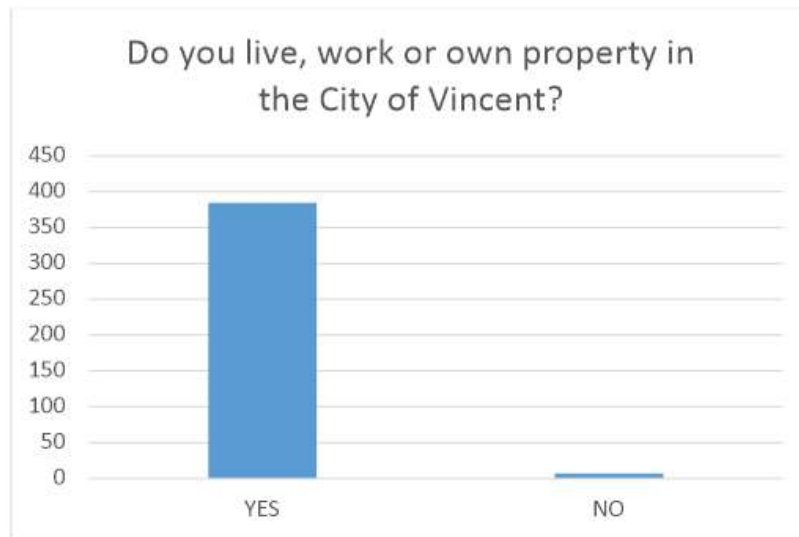
The City has undertaken extensive consultation with the Vincent community to gauge the level of support for the trial of a 40km/h speed zone on local streets, in the south portion of the City in the area bounded by Charles, Vincent, Beaufort, and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, Graham Farmer Freeway and Newcastle Street.

A total of 392 responses were received. 298 (76%) of all respondents live or own property within the proposed trial area. Of these respondents, 169 (57%) supported the trial and 129 (43%) did not.

Therefore, in light of the above results it is recommended that Council support the 40km/h Speed Zone Trial and approve the establishment of a Reference Group as the next step in the journey.

40 KPH SPEED ZONE TRIAL – Collated Results of Survey (4/8 – 5/9/18)







In the City of Vincent, we're all about making our inner city neighbourhoods feel welcoming. Streets where people can walk and ride safely, where kids can play and neighbours can spend more time outdoors getting to know each other and add to our sense of community.

Residents regularly tell me that they are concerned about the speed of traffic on their streets and the impact on their daily lives. More and more, I am hearing that 50 is too fast on our residential roads, that rat running is a major concern and that car and truck traffic is increasing.

Existing research shows that lowered speed limits make streets safer for all road users - drivers, pedestrians and cyclists - but slower speeds also contribute to more active and connected communities.

Research has also found that reduced speed limits are better for the environment with less fuel consumption and noise. At the same time, slower speeds only have a minor impact on average journey times.

The proposed trial is for 24 months and presents a great opportunity to further research lower residential speed zones and test the benefits right here in Vincent.

The trial 40km/h zone would apply to all residential streets from Charles Street in the west through to the Swan River in the east between Newcastle and Vincent Streets, with the key corridor roads remaining unchanged. The focus is on enhancing neighbourhood life, whilst not hindering traffic flow on major roads.

With your support, we hope to start the trial early in 2019. Please tell us what you think!

Emma Cole
Mayor



40KM/H SPEED ZONE TRIAL

have your say

WHAT HAPPENS NEXT?

After the survey closes on 5 September we will review the responses received and the results put to Council to decide whether to proceed with the trial.

If the trial proceeds then we will implement the speed zone changes early next year with the installation of 40km/h signage in the affected areas.

For more information visit imagine.vincent.wa.gov.au

This document is available in other formats and languages upon request

Administration & Civic Centre

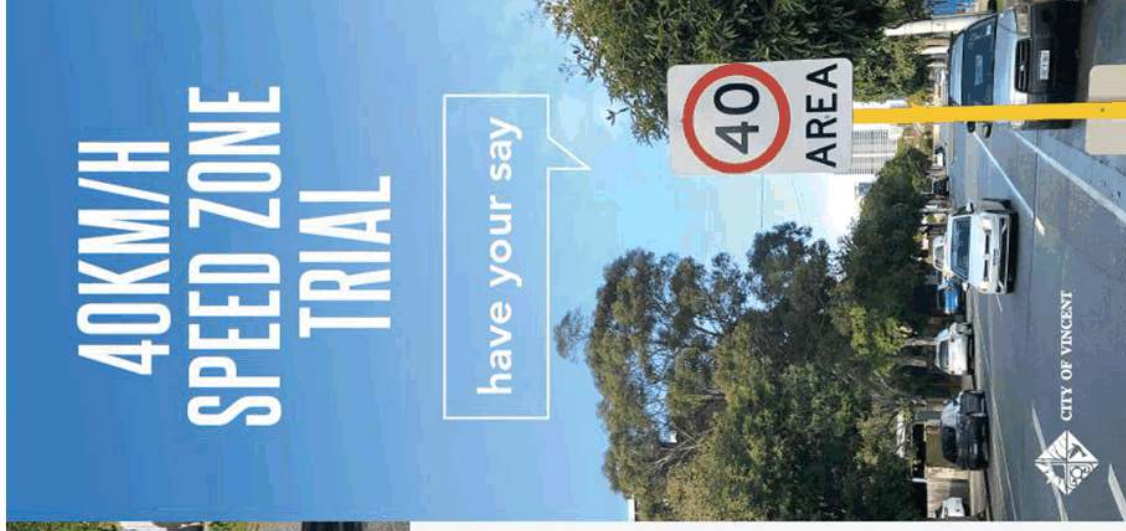
Email: mail@vincent.wa.gov.au

Phone: 9273 6000

Address: 244 Vincent Street, Leederville,
Western Australia, 6007

VINCENT.WA.GOV.AU

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40km/hour Speed Zone Trial

The City of Vincent

40km/h speed zone trial

Tell us if you support the proposed speed zone trial by answering a few simple questions prior to 5pm, 5 September 2018.

Do you support the 40km/h speed zone trial on local roads to measure the effect of slower speeds in urban areas? (Choose any one option) (Required)

- ☐ Yes
☐ No

Answer this question only if you have chosen Yes for Do you support the 40km/h speed zone trial on local roads to measure the effect of slower speeds in urban areas?

What were your reasons for supporting the trial? (Choose all that apply)

- ☐ Safer streets for all road users including pedestrians and cyclists
☐ Bring back a neighbourhood feel to our suburbs
☐ Environmental benefits
☐ Reduce likelihood of trauma in a road accident
☐ Deter people taking short cuts through neighbourhood streets

Answer this question only if you have chosen No for Do you support the 40km/h speed zone trial on local roads to measure the effect of slower speeds in urban areas?

What were your reasons for not supporting the trial? (Choose all that apply)

- ☐ I think speed limits are fine
☐ I'm concerned about travel times, despite the research showing they are largely unaffected
☐ Other reasons

What is your street address?

What is your postcode? (Required)

Do you live in the trial area or own property there? (Choose any one option)

- ☐ Yes, I live at the property listed above
☐ Yes, I own property in the trial area
☐ No

40km/hour Speed Zone Trial

The City of Vincent

Answer this question only if you have chosen Yes, I own property in the trial area for Do you live in the trial area or own property there?

What is the street address?

Would you consider a 30 kmh limit? (Choose any one option)

- ☐ Yes
☐ No
☐ Not sure

Rather than a trial, should the urban speed limit across Perth be reduced to 40 kph now in urban (local streets, not main distributors) streets? (Choose any one option)

- ☐ Yes
☐ No
☐ Not sure

Are you likely to use your car less, and walk or ride more, for local trips during the trial? (Choose any one option)

- ☐ Yes
☐ No
☐ Not sure

Do you have any further comments to make?

40km/hour Speed Zone Trial

The City of Vincent

40km/hour Speed Zone Trial

Please share your thoughts about the proposed speed zone trial by answering these few simple questions before 5:00pm Wednesday 5 September 2018.

1) Do you live, work or own property in Vincent? (Choose all that apply) (Required)

- ☐ Live
- ☐ Work
- ☐ Own property

2) Please let us know your Suburb (Required)

3) Please let us know your street

4) Are you within the trial area (bounded by Charles/Vincent/Newcastle Streets and the Swan River)? (Choose any one option) (Required)

- ☐ Yes
- ☐ No

5) Do you believe any of the following traffic issues need to be addressed in the City of Vincent? (Choose all that apply) (Required)

- ☐ Rat running (short cuts through residential streets)
- ☐ Speeding on residential streets
- ☐ Traffic congestion and volume on residential streets
- ☐ Increasing safety for all road users (including pedestrian and cyclists)
- ☐ Drivers not following road rules
- ☐ Other (please specify)

Answer this question only if you have chosen Other (please specify) for 5) Do you believe any of the following traffic issues need to be addressed in the City of Vincent?

Please provide a short description of the other traffic issues that you believe need to be addressed

6) What would be your preferred speed limit on residential neighbourhood streets across the City of Vincent? (Choose any one option) (Required)

- ☐ No change - 50km/h
- ☐ 40 km/h
- ☐ 30 km/h

40km/hour Speed Zone Trial

The City of Vincent

7) Do you support a change in the speed limit on residential neighbourhood streets in the trial area to 40kph? (Choose any one option) (Required)

☐ Yes

☐ No

Answer this question only if you have chosen Yes for 7) Do you support a change in the speed limit on residential neighbourhood streets in the trial area to 40kph?

What best describes your reasons for supporting the 40km/h trial? (Choose all that apply) (Required)

- ☐ Safer streets for all road users
- ☐ Reduction in likelihood of trauma in a road accident
- ☐ Environmental benefits of less noise and fuel consumption
- ☐ Enhance the neighbourhood feel of our suburbs
- ☐ Deter people taking short cuts through residential streets
- ☐ More likely to walk or ride than take car
- ☐ More likely for children to walk or ride to school
- ☐ Other (please specify)

Answer this question only if you have chosen Other (please specify) for What best describes your reasons for supporting the 40km/h trial?

For what other reasons do you support the 40km/h trial?

Answer this question only if you have chosen No for 7) Do you support a change in the speed limit on residential neighbourhood streets in the trial area to 40kph?

What best describes your reasons for not supporting the 40km/h trial? (Choose all that apply) (Required)

- ☐ The speed limit on local roads is appropriate
- ☐ Impact on traffic flow
- ☐ Drivers should adhere to current speed limit
- ☐ Concerns over lack of enforcement
- ☐ Would prefer speed humps or traffic calming be installed
- ☐ Other (please specify)

Answer this question only if you have chosen Other (please specify) for What best describes your reasons for not supporting the 40km/h trial?

For what other reasons do you not support the 40km/h trial?

40km/hour Speed Zone TrialThe City of Vincent

8) Please rank from 1 to 5 the following measures to improve safety and amenity of residential streets (with 1 being your highest priority and 5 being your lowest priority) (Rank each option) (Required)

- _____ Lower speed limit of residential streets
- _____ Speed humps or other traffic calming measures
- _____ Better cycling and pedestrian infrastructure
- _____ Increase and improve sign positing of speed limits
- _____ Greater police enforcement.

9) Do you have any other comments?

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal. Many comments are subjective or self-explanatory and therefore Officer Technical comments not warranted in this instance.

Comments Received in Objection:
Waste of rate payers money – I avoid Beaufort St for this reason
Will not address issue – needs to be policed and target problem drivers
Comprehensive whole area traffic management is needed
Already enough speed humps/traffic calming throughout the City
No demonstrated crash, death and serious injury problem.
There is no problem
Rat running is a result of traffic calming on major roads
There is no lack of neighbourhood feel – roads are not built for people to play on.
Real issue is people not paying attention while driving
Driving cars in lower gears actually increases fuel emissions
Excessive numbers of parked cars in our streets already slows traffic
Investigate other measures to reduce speed rather than just signs
Is just a revenue raising agenda
Trial only looks at speed and does not discourage rat running – review of the road hierarchy needed so as there are 60kph connecting roads
Improve the traffic flow through the main arteries of the city instead

Comments Received in Support:
Reduce width of some streets (include a cycle lane if possible)
On heavily parked streets (ie Raglan), make all four way intersections regulated by Stop controls
Extend to other areas not just the south of Vincent
Vincent has many narrow streets with on-street parking where people speed
Just spending on signs would be cheaper than installing infrastructure
Car noise is reduced when cars travel more slowly

Other Traffic Issues

Issue Raised:
There is no issue
Homeless people keep walking out in front of moving cars
Heavy vehicles, parking on footpaths, construction traffic behaviour, non-resident parking, buses on 'timing' stops.
More safe crossing points for families near pre-primary/kindergarten & day-care centres.
Roads in poor condition and congested – mismanaged and poor parking design
Only allow single side parking on narrow roads as sightlines are impacted
Stop cyclists from riding two abreast
Don't narrow lanes on major roads such as Vincent at Hyde Park as it does not allow for cars to overtake cyclists.
Parking too close to intersections and across footpaths
Inattention – mobile phone usage by pedestrians, drivers etc.
Ensure local streets are connected and that there is a provision of safe crossing facilities of major roads.
Assess local traffic flow in whole areas not just street by street.
Allow the left turn on a red light like in the USA.
Need zebra crossing or extra STOP lights on Beaufort St near Vincent and Mary streets
I live in a 40KMH zone but there is no policing
Regular accidents on cnr of Bulwer and Fitzgerald needs to be addressed
More bike paths
Rat racing is a big issue
Speeding on Fitzgerald Street – cars using bus lanes and aggressive drivers
Slowing traffic flow on main arteries such as Bulwer St results in frustration, road rage and rat running.
Parking on the left lane of main distributors such as Fitzgerald St represents an obstacle to traffic circulation at any hour of the day.
Bus lanes disrupt car traffic and reduce the overall carrying capacity of the road
Increase road widths to facilitate separation of cars and bicycles and remove all traffic
Increase Clearways to 7pm on main roads.
Allow only resident parking on small narrow streets.
Increase ranger patrols and fine people parking on pavements
Improve pedestrian safety on crossing Charles Street
Better maintenance of line marking
Parking in residential streets by commuters – leads to congestion and unsafe conditions.
Late night/early morning speeding
Parking restrictions not enforced by rangers
Speed limits are not 'one size fits all' – need different speeds for differing roads
Residential driveways where view of oncoming pedestrians on footpaths are obscured by high walls or fences.

Q 14 Other Comments

Comment raised:
Increase area of free bus zone or put on CAT buses and improve cycle paths
Address pedestrian signal phasing cycles at the corner of Fitzgerald and Newcastle
Reduce speed on Lord Street south of Walcott St and William Street between Vincent and Newcastle to provide for safer pedestrian crossings
Focus on maintenance of roads, footpaths, building site fences, bin collection etc
More consistency needed – why are sections of Lord St at 60kmh then at 50kmh?
Some traffic calming seems ad-hoc – Brisbane St – humps between Lake and William but not Lake & Palmerston.
Lobby to increase Police enforcement
Improve/increase the number of pedestrian islands and safer crossings
Improve pedestrian/cyclist infrastructure across Vincent, but especially in the North Perth town centre areas and at all major intersections.
Install speed humps to achieve 40kmh, but ensure does not hinder cycle traffic
East west connections should be at 50kmh.
Speed humps increases wear on vehicles and often confused with pedestrian crossings
Elma Street North Perth is a terrible rat-run route.
Cars often speed on Joel Terrace
Keep Bulwer at 60kmh as it is an major east west distributor
Reduce speed to 30kmh on Amy/Brisbane Tce/Edith between Lake & William streets.
Congestion in the area is a consequence of bus lanes on Fitzgerald Street
Work with RAC, driving groups and schools to raise the level of driving skills.
Council policy (residential development) has led to increased traffic – narrowing roads, reducing traffic lanes, trees in roads speed bumps – this leads to congestion – not safe for any one.
Please extend it to Walcott Street